

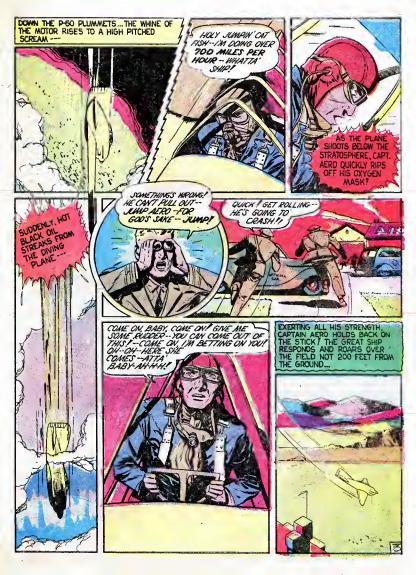


MALET ULMER LUSTRATED OF RAY WILLIAR



FROM THE WRIGHT BROTHERS TO THE FLYING FORTRESS IS A LONG STEP IN THE CONQUEST OF THE AIR... AS PROGRESS HAS MOLOED THE MEN WHO FLY INTO MASTLE PILOTS, SO OUR EAGLE OF FREEDOM HAS BECOME A SYMBOL OF WINGS OVER AMERICA!





APPLYING HIS AIRBRAKES TO HIS SPEED. HE SWINGS DOWN TO A PERFECT LANDING







THE AMAZED ARMY OFFICIALS

SHE'S A GOOD SHIP THAT WAS MAJOR. I'M SURE A GREAT THE ARMY WILL PIECE OF FIND HER A FLYING AERO. DANDY I WAS KIND OF WORRIED FOR









SORRY TO SEE YOU GO OLD MAN-WELL, GOOD LUCK. 1 KNOW AMERICA CAN DEPEND ON YOU-ENGLAND NEEDS THE BOMBERS AND WE MUST DO EVERYTHING IN OUR POWER TO SEE THAT SHE GETS THEM SAFELY!





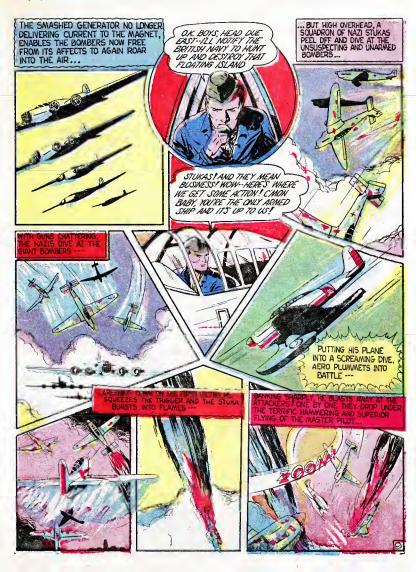
HALIFAX AIRFIELD -WE'RE READY GOOD, AERO, TO SHOVE OFF IF THINGS GO RIGHT YOU'LL BE IN ENGLAND BY TEN TO-NIGHT. SIR, JUST SAY THE WORDI HAPPY LANDINGS













... AND A FEW MINUTES LATER DIVING OUT OF THE CLOUDS, THE BRITISH HURRICANES BLAST INTO THE FRAY! AS THEY SPREAD OUT FOR THE BATTLE, THE SKY BECOMES A TANGLE OF SCREAMING METAL BIRDS ...



ACH, BRITISH! -- I DID NOT EXPECT THIS!-BREAK FORMATION! EVERY MAN FOR HIMSELF!



LOOK AT HIM GO! RUMAING OUT ON HIS OWN MEN. - ON WELL'S CAN'S CHILD SLONG ON WELL'S CAN'S CHASE







SWINGING QUICKLY INTO POSITION, THE SIGNAL IS GIVEN TO FIRE! UNDER A HEAVY BOMBARDMENT, THE METAL ISLAND REELS WILDLY AND SINKS...







LATE THAT NIGHT SOMEWHERE IN ENGLAND, THE SLEEK HUGE AMERICAN MADE BOMBERS LAND SAFELY



YES IF IT HADN'T BEEN FOR YOUR WE'RE MIGHTY GLAD TO SEE YOU, CAPT. AERO! BOYS COMING TO THE RESCUE, UNDERSTAND YOU RAN INTO TROUBLE! PROBABLY BE STILL FIGHTING!

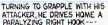
THE ENEMY SURE IS OUT TO THE ENEMY SURE IS GOT TO GETTING HERE, BUT WITH AMERICA BACKING YOU UP, YOU CAN BE ASSURED OF DELIVERY.



LATER THAT NIGHT AS CAPTAIN AERO WALKS OUT ONTO THE FIELD, A FIGURE LURKING IN THE SHADOWS OF A HANGAR SUDDENLY RUSHES UP BEHIND HIM --



SENSING DANGER, HE NIMBLY LEAPS OUT OF THE PATH OF A CRUSHING BLOW





-- BUT HIS ASSAILANT QUICKLY DRAWS & GUN AND FIRES ---





AS THE NAZI FLIGHT COMMANDER WREAKS HIS VENGEANCE, CAPTAIN AERO SPRINGS ASIDE, BUT HE FEELS THE HOT STING OF THE BULLET AS IT GRAZES HIS SIDE



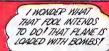
BEFORE HE CAN REGAIN HIS FEE THE NAZI DASHES TO A SMALL BOMBER





QUICKLY COMMANDEERING A SMALL FIGHTING PLANE, THE BLEEDING AERO STREAKS OFF IN PURSUIT OF THE FLEEING NAZI





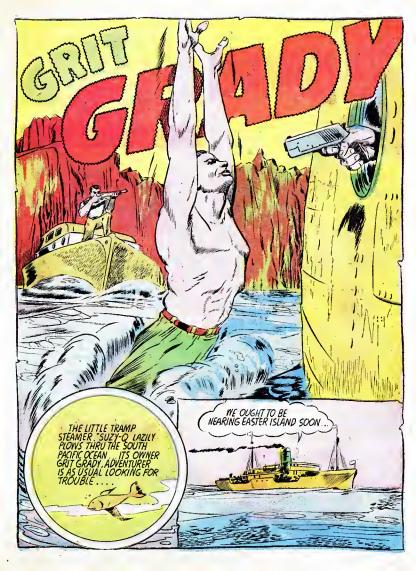


SUDDENLY, THE NAZI'S VOICE YELLS THROUGH CAPT. AERO'S RADIO SPEAKER



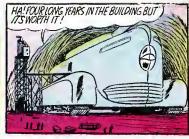








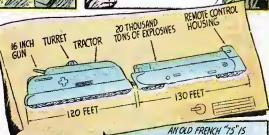






































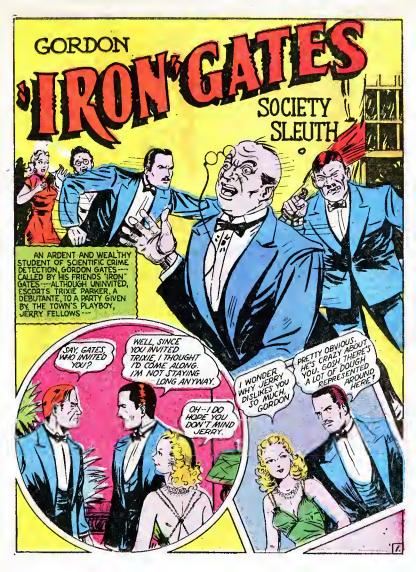


























WIRES















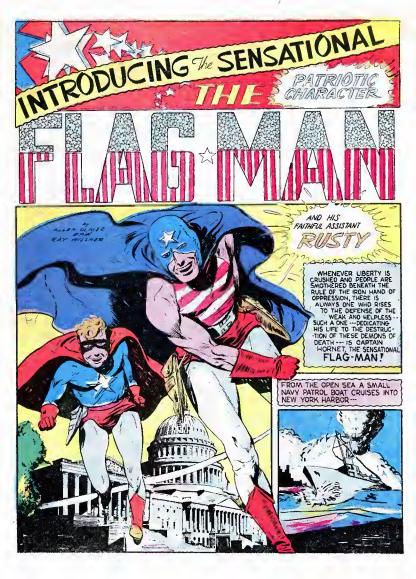
















































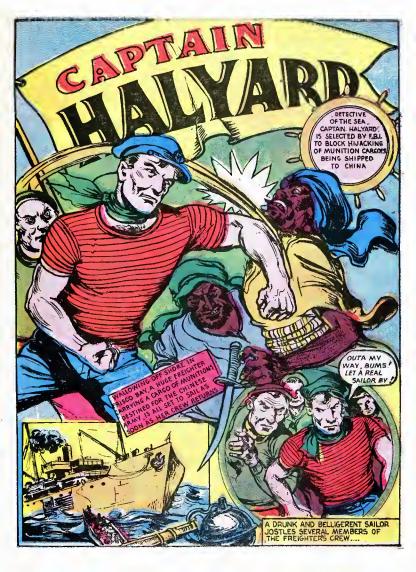








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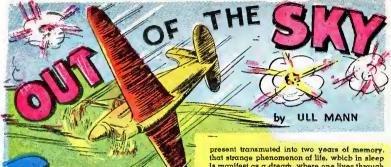












They came out of the sky in a wicked dive with guns blazing, all six of them, a British plane the target.

"Let 'em come, We'll show them something in flying. We can outclimb them and take them on the turn, one by ane."

"Why not turn back, autily them, and avoid

all risks?'

"Hell! There are a thousand things we can do, but turn back is not one of them. We are going to do our duty-engage them, fight her through to destination or destruction.

The words and the tone of their delivery reflested his history, the product of things lived and suffered, and Captain Aero had suffered; suffered in his soul, suffered the blight of misunderstanding: the charge of being a spineless flyer when confronted with the threat of emergency, where is needed that matchless thing: smooth flowing instinct and the cast iron fibre of nerves merged to the work.
"Dump those bombs! We'll show 'em flying:

let 'em see what they put into these British boats, and how a Yank makes use of them."

Six Heinkels against a lone flyer is a nerve test under any condition of battle. This mad dive with Captain Aero in the center seemed to promise but one end. With the swift maneuvers he was making, his arms were stiffened as a brace against the wheel, he suddenly released one hand to warn the gunner by gesture of what he was about to do, pointing to his wide open mouth and the bend of his body. relaxed to take the spine crushing impact that would follow. The gunner pointed to a bullet hole in the window and the radiating cracks. Captain Aero pointed to the cloud bank not more than a minute or two ahead and the next moment houled the wheel to his body.

The gunner seemed snatched back by his safety belt, whilst be caught the down thrust with his arms on the controls. Everything went black as the blood was sucked from his brain by the centrifugal force of the sudden vertical climb, at full throttle, and be was out cold. living again the hedge-bopping days of the Northwoods. Five seconds of the unconscious

is manifest as a dream, where one lives through long periods in the past, but actually marked by moments in time.

Captain Aero, dead to the present, was physically climbing the skies over Germany, but mentally transported thousands of mile distant, back again into the torment of a failing motor and his first crack-up in the barren wastes of the Arctic. Minor damage, but wounded pride. a forced landing executed with the skill of a veteran, and two days single-banded patch up. before he was back in the air.

Pride made such stabs at his record abhorent to him, nor did he relish the comment of the management, answering his suggestion that the dangers of the territory merited better planesproven, when six months later he lost a wing. lost his job, but managed to pancake his plane to a landing, coming out of a dense fog at Nome. Alaska Transport had to justify its action, so they labeled him nerve-shot. His future in the game literally flung out the window with this friendly notice to the world, as he found when applying for a pilot's job with other companies. Thumbs down everywhere.

In the very nature of things, character sustains itself. Captain Aero's skill and capacity were better understood in the bleak waste of the North. In this country, where life is a succession of nerve tests and men are men, he was classed as high calibre, and the news of the action taken by Alaska Transport in discharging him with the label at shot nerves was deeply resented. This resentment soon took form in a clamor for a competitive line with Captain Aero at the wheel

One must have lived in these far away spots with its touch of the primitive-somewhat detached from the mad drive af civilization-to understand this resentment. Here a man is recognized for his contribution to the life of the community, rather than for what be extracts from it. And Captain Aero had rendered great service in all manner of weather. Out of this spirit was born Alaska Airways, Inc., by community subscription.

North of the sixties from Whitehorse, Dawson, Fairbanks, and Nome there was an instinctive understanding of what Captain Aero must have suffered in the injustice done him by Alaska Transport, for only they could measure the nerve test offered the airways in every mile of its bleak stretches. The maintenance of scheduled flights in this country demands nerve, knowledge, skill, (both flying and mechanical), and a resourcefulness possessed by few pilots. Never in two years had he failed to bring his ship through, and Alaska now rushed to serve him in his hour of need,

Alaskan Airways, Inc., Alaskan-owned, took the major part of the business in its territory. Flying the latest model Douglas Commercial Transport, Captain Aero was doing a good job and the old bitterness of wounded pride was lost in the growing responsibilities of his new job. His first season was marked by unusual weather. Nature seemed to have sensed his mood—a deep yearning to fling the answer to his old boss-for she fairly gathered up her forces and poured upon Alaska her might and fury in snowfall and storm. "Old Timers" opined they had never seen worse.

Three hours out of Dawson, late in the Fall, Captain Aero picked up a signal—at first unintelligible, but which later he identified as an emergency call from Jim Scott, pilot of Alaska Transport. Then in a hurried talk with the radio operator at Fort Nelson, he learned that the Alaska Transport plane, one hour out of Edmonton, had reported trouble and was trying for a landing. He knew this district and the one spot Scott would try to make. A plane was in trouble, a pilot's life was at stake. Captain Aero's better self rose to the call. He prayed that his hunch would not fail him as he fought off the bitterness of the injustice done him by Alaska Transport.

Jim Scott, though badly injured in the crackup of bis plane, managed to crawl to safety and out of the flames that spread rapidly to standing timber and which the wind with its northward sweep of sleet and snow fanned into a roaring furnace. Tragedy was in the air. Back at Edmonton the radio operator's repeated

calls met with silence,

As Captain Aero flew South, his spirits rose. He bad no trouble picking up landmarks, stretches of swamp. Eric Swanson's hut, Bugs River, Browning's Lake and Mount Scoper. About 150 miles southeast of Ft. Nelson, when lifting his plane to three thousand feet to avoid what he thought was a cloud, he smelled smoke and now knew that Scott had crashed in flames which were devouring the forest. Then lifting to ten, fifteen, twenty thousand feet, his eyes caught the unscorched south line of forest and he knew that somewhere in the fifty miles that lay between he would find what was left of the plane. Then suddenly came the coughing and sputtering of his engine in the climb. and with the need of oxygen, the mental fadeout.

Consciousness returned . . . but strangely in reverse. He heard the labored grind of the engine after relieving the pressure on air eas drums by swallowing, then the realization that he had been dead to the world. But where, what and why of the cloud just ahead? He was still fighting the smoke of the fantasy of his past when, glancing back, came the confused impression that the still unconscious gunner was old Jim Scott whom he had managed to rescue from the raging flames, as they swept into the shielding embrace of the protective cloud. With the first touch of its icy crystals he seized the propeller pitch lever. The engine left off coughing and then came full consciousress . . . the engine staled. Somewhere six Heinkels were waiting. He called to the gunner as he shoved the wheel forward to pick up flying speed in an effort to avoid a tailspin.

Pulling out of the dive, the horizon marker began a puzzling dance, but he was calm and gaining control. They had flying speed. The gunner came to life. The enemy planes were circling below as he dived for them at full throttle, catching the black outline of one. He hoped the gunner would take him for one of their own when he reached their level. Now the ship was above them. Hauling the wheel bock and with the Heinkel framed in his ring sight, he pressed the button of the electric guns and felt the jar of the recoil. A great red flare told him of the coming crash of a Heinkel. Circling back, he came on the tail of another now centered in his sights and tripped the nose

gun trigger for a second score.

Captain Aero was climbing and wheeling for another dive when a bullet struck him. Things looked desperate as he dived for the lead ship and blasted with all he could offer and saw it slip from the sky, out of control. Again he climbed and wheeling for a dive was amazed to find the others had given up the flight and were fast fading in the distance. He could have followed and perhaps overtaken them, but decided upon a landing. He got down all right but had to be lifted from the cock-pit. In the hospital. Captain Aero finished recounting the story of his fade-out and his fantastic travel back to his past, and how he rescued Jim Scott and induced him to join Alaskan Airways, Inc., with its modern ship, to relieve him for service with the R.A.F.



